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(54) **Fail-safe aircraft engine mounting system**

(57) A fail-safe lug (116) is carried by an engine frame member (42) and receives a clevis (106, 108) carried by an engine mount member (64). The mount member (64) includes side links (70, 72) that transmit transverse loads between the engine and the airframe and a thrust link (46) that transmits axial, engine thrust loads between the engine and the airframe. A fail-safe pin (114) is carried

by the clevis (106, 108) and has an outer diameter that is smaller than an aperture (130) in the lug (116) and through which the pin (114) passes, so that no loads are imposed on the fail-safe, pin (114) in normal operation. When one or more of the links (70, 72) are no longer capable of transmitting loads, the fail-safe arrangement becomes operative to accommodate the loads transmitted between the engine and the airframe.

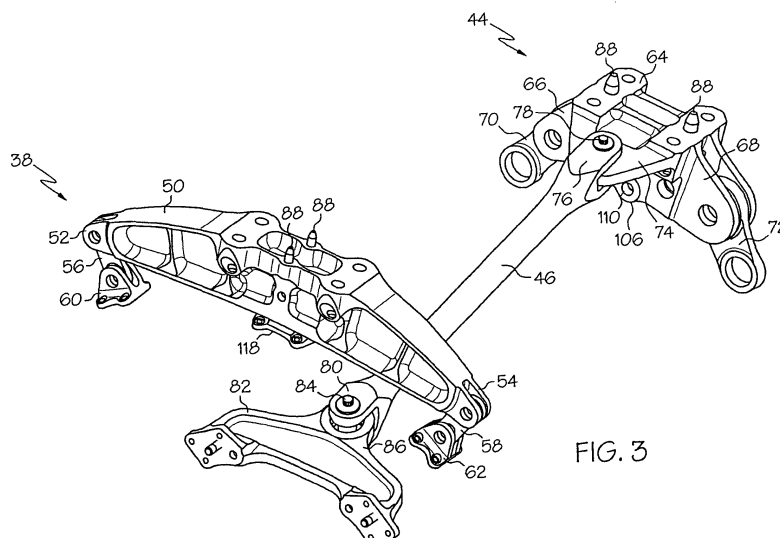


FIG. 3



## EUROPEAN SEARCH REPORT

Application Number  
EP 05 25 0398

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The present search report has been drawn up for all claims			
Place of search The Hague		Date of completion of the search 9 December 2008	Examiner Hofmann, Udo
CATEGORY OF CITED DOCUMENTS X : particularly relevant if taken alone Y : particularly relevant if combined with another document of the same category A : technological background O : non-written disclosure P : intermediate document T : theory or principle underlying the invention E : earlier patent document, but published on, or after the filing date D : document cited in the application L : document cited for other reasons & : member of the same patent family, corresponding document			

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**ANNEX TO THE EUROPEAN SEARCH REPORT  
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The members are as contained in the European Patent Office EDP file on  
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